1:Stanford U. S-4, 5 1956 AF15 East China
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504 The most important harbors of East China are Tsingtao, Yentai, Wei-hai-wei, Lien-yün-kang, Shanghai, Ningpo, Wen-chou, Ting-hai, Foochow, and Amoy. Among these ports, Shanghai, Tsingtao, Yentai, Amoy and Wei-hai-wei are best equipped. The Shanghai harbor is the largest of all, and there are inner and outer harbors at Huang-pu (Whompao) and Wu-sung (Woosung). Large ocean-going ships up to 20,000 tons can enter Huang-pu harbor at high tide; otherwise, the ships must berth at Wu-sung and their cargoes are trans-shipped by smaller boats to and from Shanghai.[9]

A. Shipping in East China

501 Before the war with Japan, the total Chinese shipping tonnage was about 576,000 tons, including 124 ocean steamers (367,383 tons) and 3,333 river steamers (208,617 tons). During the war it was estimated that about 495,329 tons of both types of steamers were lost.[10] After the war, 2,751 Japanese ships of various types (a total of 251,288 tons) were

9. Wang Kuang, Chung-kuo Hai-chiang Chih [China's Harbor], Taipei, Chung-hua wen-hua ch'u-pan shih-yeh wei-yüan-hui, 1954, pp. 64-78, 89-91, 98-120.

10. Hang-yün [Navigation], Nanking, Hsing-cheng-yüan Hsin-wen-chü [Bureau of Information, Executive Yuan], 1947, p. 24.

1;Stanford U, S-4, 5 1956 AF15 East China
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[50] confiscated. Of these, 1,234 ships (a total of 231,430 tons) were confiscated in the Shanghai-Nanking area.[11]

According to the 1947 statistics of the Ministry of Communications, the total number of ships in East China, including government-owned and privately owned, are as follows:

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11. Ibid., p. 23.

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Table 7. Shipping Tonnage in East China 1947*

District	Types of Ships							
	Classified by Usage				Classified by Tonnage			
	Ocean		River		3,001 to 8,000		60 to 3,000	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons
Shanghai	440	541,529	452	84,631	77	330,319	815	295,840

*Hang-yün [Navigation], Nanking, Hsing-cheng-yüan Hsin-wen-chü, [Bureau of Information, Executive Yuan], 1947, pp. 25-28.

1:Stanford U. S-4, 5 1956 AF15 East China
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501 Among the total 892 ships, 251 were government-owned and 641 were privately owned. The Nationalist Government managed to save most of the government-owned ships at the time of the evacuation of the Mainland in 1949. It was estimated that less than 20 per cent of the shipping tonnage of the government-owned China Merchant Steamship Company was left to the Communists.[12] The Communists made 396 substantial recovery during 1950-54. Of the dozen dockyards in East China, the Shanghai Dockyard, which has been enlarged, is most up-to-date. The total number of workers employed increased from 700 in 1949 to 2,500 in 1952.[13] From 1949-52, all the dockyards in the East China Region are reported to have manufactured 200 steamers of various sizes, including 24 tugboats of 300 hp. and 48 tugboats of 100 hp.[14] Further progress in

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12. Ching-chi Chou-pao [Economic Weekly], Shanghai, Jan., 1950, Vol. X, No. 1, pp. 7-8.

13. Fei-ch'ü Ti Hang-yün Chiao-t'ung [Navigation in Communist China], Taipei, The Sixth Section, Central Committee, Nationalist Party, Part I, 1953, pp. 16-17.

14. Ibid.

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The Yangtze system, of which the delta's waterways are a part, has been outlined above in chapter four. With its channel for ocean-going ships as far as Hankow, for river steamers to Suifu, and for smaller craft still farther, in addition to navigation on its tributaries, the Yangtze is in turn tributary to Shanghai. The hills and mountains which define its watershed are in most cases barriers sufficient to prevent volume movements of goods by land across the divides. The Cheling and Meiling passes (map 4) connecting Canton and the Hsi basin with central China, are the only two exceptions of importance, aside from the open coastal lowlands. By 1890 steamships had become more important carriers than native junks on the Yangtze and the lower reaches of its major tributaries for all but local hauls, but junks have continued to operate over the entire navigable length of the river and are of course particularly important in its upper reaches and along the tributaries.

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Junks of the type in use on the lower Yangtze average about 100 tons cargo capacity, and draw between six and eight feet of water, so that they can also use the major delta waterways and most of the Yangtze tributaries. Large rafts are also used on the Yangtze for transporting general goods as well as the timber of which they are made, the rafts being broken up and the timber sold at the end of the downstream trip, as on the Mississippi during the eighteenth and nineteenth centuries. Such rafts were until recently often so big that not only families but entire villages, including barbers, tinsmiths, and restaurateurs lived on them during the downstream trip to Shanghai, which was slowed by the size of the rafts.

While the winter low-water period limits the range of steamships, it tends to make junk navigation easier because of quieter waters and because the easiest towpaths are then exposed along the river bank. Steamships using the river above Ichang in winter frequently tie up for the night, but along many stretches, especially in the gorges immediately above Ichang, junks cannot move with safety during the summer because of the current and because the flood waters covering the winter towpaths are confined between nearly sheer rock walls. On the lakes within the Yangtze basin, notably Tung Ting and Poyang Lakes, strings of barges towed by steamships are the major carriers.